

NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION

7:00 p.m., Monday, January 11, 2010

Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

1. CALL MEETING TO ORDER:

- A) Nomination & election of 2010 Chairperson of the Traffic Safety Commission
- B) Nomination & election of 2010 Vice-Chairperson of the Traffic Safety Commission
- C) Review and approve minutes of November 9, 2009

2. COMMUNICATIONS FROM THE FLOOR:

3. PUBLIC HEARING:

- A) Request for reconsideration of Limited Decision to eliminate parking on north and south side of Third Street (TSC-09-012)
- B) Restrict parking at the intersection of 3rd and Chehalem streets to allow for large vehicle access (TSC-09-015)

4. NEW BUSINESS:

- A) Request for stop sign – Crater Lane at Oxford (TSC-10-001)

5. OLD BUSINESS:

- A) Ratify TSC-09-016: No parking request S. College at First Street
- B) Ratify TSC-09-017: Yellow curb on Fulton Street at GFU driveway to Plant Services Building

6. STAFF REPORTS - GENERAL INFORMATION:

- A) Police Update
- B) Engineering update
 - Hwy 219 signal status
 - General discussion on crossing flags
 - Access from Hwy 99W at First and Morton

6. ADJOURN TO NEXT MEETING: February 8, 2010

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical accommodations you may need as far in advance of the meeting as possible, and no later than 48 hours prior to the meeting. To request these arrangements, please contact the city recorder, at (503) 537-1283.

For TTY service please call (503) 554-7793

Posted: January 5, 2010

TRAFFIC SAFETY COMMISSION MINUTES
7:00 p.m., Monday, November 9, 2009
Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

Members

Present: Chair Michael Simpson Jennifer Dawson (Vice Chair) Doris Brandt
Neal Klein Dick Meyer Lesley Woodruff
Ronald Sult

Staff

Present: Paul Chiu, Senior Engineer Mary Newell, Support Services Manager
Terrence Mahr, City Attorney Dave Brooks, IT Director
Tim Weaver, Police Sergeant Dawn Karen Bevill, Recording Secretary

Others

Present: Councilor Bob Larson Calvin Schnider, Froogle Fox
Justin Hubby, Citizen Clyde Thomas, George Fox University
(No public comment forms were submitted)

WORK SESSION:

TIME – 6:00 – 7:00 PM

Terrence Mahr, Newberg City Attorney, reviewed various topics including establishing emails, public records, remote access, and recommended the avoidance of downloading information to a personal computer. Mr. Mahr stated the codes were established for the Traffic Commission in 1996 and recommended reviewing and updating such codes. Chair Simpson asked Mr. Mahr to return back on February 8, 2010 for a 6PM Work Session prior to the monthly Traffic Commission meeting to be held the same evening at 7PM for further discussion regarding codes and other suggestions.

Dave Brooks, IT Director addressed email access and reviewed the new website with the Commissioners. The Traffic Safety Commission webpage can be expanded to show special projects, articles, and information. Contact information and short bios can also be placed on the webpage for each Traffic Safety Commissioner as well as online request forms. Paul Chiu, Senior Engineer suggested adding the TSC Mission Statement to the webpage. Mary Newell, Support Services Manager stated the authorization to assign emails to the Commission is in place as well as a generic email address which will send emails directly to staff to be distributed to the Traffic Commission members accordingly.

Commissioner Klein believes it's a good idea to have individual emails so the public could email the members at their city website addresses. It may be beneficial to have a generic email as well.

Commissioner Dawson stated if an online form is made available and a request is put in writing, it needs to be reiterated that the public follow through and attend TSC meetings in order to have their concerns heard and addressed.

Chair Simpson requested a camera be made available for pictures to be taken at the February 8, 2010 meeting for the website. Dave Brooks showed an example of the City Council photos and bios. Mary Newell asked for help from the Commission in writing the member bios.

Dave Brooks will create a personal email address for each member and a generic email that will go directly to Mary Newell. Usernames and passwords will be passed out to the Commission at the Christmas dinner in December.

The Commission reviewed the TSC brochure and discussed possible changes and additions. Chair Simpson suggested discussing the brochure further after the new Commission members come on board.

CHAIR MICHAEL SIMPSON CALLED THE MEETING TO ORDER AT 7:07 PM.

A) Review and approve minutes of October 12, 2009

MOTION #1: Brandt/Woodruff to approve the Traffic Safety Commission Minutes for October 12, 2009 as amended. (7 Yes/ 0 No) Motion carried.

COMMUNICATIONS FROM THE FLOOR: No communications were brought forward.

NEW BUSINESS

A) TSC-09-015: 3rd – Chehahlem Street – No Parking Request

Mr. Paul Chui, Senior Engineer referred to the photograph included in the meeting packet and explained there is currently no parking restriction signage at this location but it would be prudent to have no parking at the corner due to the difficulty garbage trucks, school buses and emergency vehicles have with the "L" shaped street connection. He recommended taking away the parking in front of the house shown in the photograph and posting a sign showing the restriction. Mr. Chiu stated notices will be mailed out to the neighbors in the area and if two or more express opposing ideas, a public meeting will be held. The homeowner has been advised of the situation.

Sgt. Tim Weaver stated the street is not frequently traveled but a fire truck would have much difficulty in getting around the corner. Garbage trucks are also having difficulty.

Chair Simpson is hesitant in making a decision without a public hearing. He would like to schedule a public hearing at the January 11, 2010 meeting to address public comments and concerns, if any.

MOTION #2: Woodruff/Brandt moved to schedule a public hearing for **TSC-09-015** at the January 11, 2010 meeting. (7 Yes/ 0 No) Motion carried.

While Mary Newell stepped out to make copies of the amended agenda for the Commission members, Chair Simpson asked for updates regarding old business.

TIME – 7:20 PM

OLD BUSINESS

A) TSC-09-010: Vittoria Way – Installation of Stop Signs:

Mr. Paul Chui stated the signs have been installed as well as the cross walk on Vittoria Way. Staff is busy collecting traffic data on Aquarius and along Vittoria Way regarding the post stop sign installation.

Chair Simpson stated he's heard from three people who live in that area and are very positive about the stop signs and have seen a drop in traffic but would like to see the traffic count. Speed is an issue at the 4:00 – 5:00 PM hour and would like to see more enforcement at that time. Mr. Chui would like to hear from those three individuals; Chair Simpson will pass that communication request on to them.

TIME – 7:26 PM

B) TSC-09-013: Villa Road – Signage Update

Mr. Paul Chiu stated the signage is up with "Share the Road" at the bottom portion of the sign since it isn't allowed at the top of the signage.

Commissioner Dawson asked if the signs can be moved closer to the curbs. Coming north bound they seem too far back. She'd like to meet with Mr. Chiu to show him exactly what she means. Mr. Chiu stated he will meet with Commissioner Dawson to view the sign placement. Sgt. Tim Weaver stated the curve sign is well within standards, but does agree it could be moved closer.

Chair Simpson stated the sign is a block away from the problem area. Unfortunately, he believes problems will still exist in that area until the road can be widened with barricades.

TIME – 7:30 PM

NEW BUSINESS:

B) TSC-09-016: Request for 15-minute parking restriction on S. College:

Mr. Paul Chiu referred to the meeting handout in the amended agenda/packet regarding the existing parking layout on First and College Street. On November 3, 2009, Froogle Fox requested a parking space for loading and unloading. In discussion with City staff, Calvin Schnider, owner of the Froogle Fox, agreed that a 15-minute parking restriction will serve their business needs. Froogle Fox is located at the SW corner of First and College Street. Mr. Schnider came to the City with the request after the agenda was posted, causing the amended agenda.

Mr. Calvin Schnider explained he owns the Froogle Fox consignment shop that handles various items, some of which are large pieces of furniture. Pickup and deliveries happen quite often and it's difficult finding a safe place to park.

Sgt. Tim Weaver stated Mr. Schnider has a valid concern and a 15-minute restriction could be used not only by Froogle Fox but by other businesses and by the apartments located upstairs when occupants are moving in or out. It would provide a safe means of using parking for moving large items.

Chair Simpson stated it's quite difficult to find parking in that area and has no problem with creating a limited parking spot as requested.

MOTION #3: Brandt/Dawson moved to establish a 15-minute parking restriction on the SW corner of First & College Street; **TSC-09-016**. (7 Yes/ 0 No) Motion carried.

TIME – 7:40 PM

The following agenda item was added during the process of the meeting by request of Commissioner Klein.

C) W First Street and Morton with an entrance way off 99W:

Commissioner Klein had brought this issue forward at the last meeting. This area is extremely dangerous since it's difficult in ascertaining which direction vehicles are heading. Commissioner Klein and his wife were almost hit in this area while on their motorcycle. He would like to recommend closing off the intersection.

Mr. Paul Chiu drew a diagram on the white erase board showing the area of concern. Chair Simpson asked what steps need to be taken to close an egress off the highway. Mr. Chiu replied ODOT needs to be approached with the recommendation. There may be a need to support this proposal through some kind of decision or study. He recognizes the benefit in closing the intersection off but will need to have a study done on the impact and how vehicles will go around.

Chair Simpson agrees it's a dangerous area. He too has almost been hit in the same area, but there are businesses located along there and perhaps the car repair business, Performance Auto, may use the drive-by customers for business. If a public hearing is announced regarding input before a decision is made, it may help in gathering information. Mr. Chiu suggested staff complete a pre-study in order to have a fruitful and productive public hearing at the February 8, 2010 meeting. Input will be needed from the Fire Department, as well.

MOTION #4: Klein/Dawson moved to hold a public hearing on February 8, 2010 for input regarding W First Street & Morton; closing the old entrance off of Sunny Crest Road which intersects Morton, based on research findings from staff. (7 Yes/ 0 No) Motion carried.

Chair Simpson asked if the audience members would like to bring forth and concerns at this time.

Justin Hubby came forward and stated he lives on Crater Lane by the intersection near Oxford. He stressed the need for a stop sign on N. Crater and Oxford since there are several children living in the area and their safety is a concern. Chair Simpson asked Mr. Hubby to return back on January 11, 2010 at 7:00 PM; his request to be added as an item under "New Business". Public comment will be received that evening regarding this request. He asked Mr. Hubby to talk with his neighbors and ask them to attend the TSC meeting. Chair Simpson also suggested bringing pictures and any other pertinent information regarding his concerns.

Clyde Thomas, George Fox University asked for the curbs to be painted yellow for additional clearance and better visualization in the area of Fulton Street near the Plant Services Building. There have been two recent bicycle accidents in that area. Chair Simpson believes this is a valid request and no public hearing is needed.

MOTION #5: Brandt/Sult moved to extend the yellow curbs 25 feet in both directions from the driveway located near the Plant Services Building at George Fox University off Fulton Street at the bottom of the canyon. (7 Yes/ 0 No) Motion carried.

STAFF REPORTS - GENERAL INFORMATION

TIME – 8:00 PM

A) Police -

Sgt. Tim Weaver reviewed the Oregon Court of Appeals Case regarding DUII search and seizure as explained at the TSC meeting last month. Due to the Court's decision it is now taking up to 2 ½ hours for a breath test to be administered after the arrest which is greatly affecting the accuracy of the test. The Oregon Supreme Court has accepted a review of that case and will be hearing arguments on December 17, 2010 at which time Sgt. Weaver will be attending. He will send out an email to the Traffic Commission in regards to the time and place of the hearing.

Sgt. Weaver informed the Commission that in just over five months into the current budget year, the sign budget is over half gone.

The Police Department staff met in an all day meeting last week and made several decisions, one in particular to develop a Community Response Team; a group of detectives, officers, and perhaps even traffic officers to work certain areas of crime that affect livability, traffic safety, public safety, code enforcement, and nuisances. Primarily this team will work with criminal cases. The Newberg Officer that was working on the Yamhill County Interagency Narcotics Team has been pulled off due to the call load in Newberg and will be a member of the Community Response Team. The department will have to give up the designated traffic car in approximately 11 months, keeping two motorists on the traffic team.

Chair Simpson applauds the Police Department's flexibility, which are willing to try whatever is going to benefit the City of Newberg.

Sgt. Weaver explained when Chief Brian Casey took the position of Police Chief he wanted a dedicated, sworn Police Officer serve for the Computer Forensics Division which has since given the department the ability to serve warrants and obtain crucial computer information and research aiding in arrests within approximately a one month period of time in such cases as internet pornography, child solicitation, etc.

Sgt. Weaver has been on light duty since he sustained an injury in August during a confrontation with a 20 year old and underwent surgery in October. He will be returning back from light duty November 10, 2010.

TIME – 8:14 PM

B) Engineering –

Mr. Paul Chiu stated the no parking notification on 3rd Street has been mailed out for TSC-09-012.

Sandoz Road off Wyooski to the west of Hwy. 219 has been widened in the area that will eventually serve the Newberg Animal Shelter.

Regarding the Downtown Demonstration Block on First Street between W. College and School Street, a curb extension has been proposed, making the pedestrian crossing shorter and safer. Mr. Chiu has been working with ODOT regarding tree placement near the curb extension. Benches and bike racks will also be incorporated.

The right-in, right-out road project that connects Hwy. 219 to Fernwood and Springbrook Road will be in construction in early Spring, 2010 and finished before July, 2010.

Chair Simpson has heard that City Council committed \$450,000 for ODOT to place a street light and cross walk at the Everest and Hwy. 219 intersection. Mr. Chiu explained the two projects to take place in that area. Chair Simpson asked staff for a more detailed report to be brought back to the January 11, 2010 meeting on the specific plans as well as the ODOT timeline regarding that intersection. This Commission was lead to believe that would have happened in conjunction with the home construction in that area. Chair Simpson is very much concerned with traffic and pedestrian safety at the intersection.

TIME – 8:28 PM

C) Other Business:

Mary Newell stated the members can sign up on the website to be notified by email every time something is posted to the website, such as a meeting agenda, pertinent information, etc.

Mary Newell checked with the Library regarding interviewing their applicants and found out they have it written into their ordinance. It may be an opportune time for the Traffic Safety Commission to do the same as they work along with Mr. Mahr in updating their section of City code.

Mary Newell stated she has received no student applications to date; they have until November 20, 2009 to respond. The appointment would be the second meeting in December, 2009.

Ms. Newell read the names of the TSC applicants she has received thus far; November 10, 2009 being the deadline.

D) Items from Commissioners:

Commissioner Klein and Commissioner Woodruff had submitted an article including information about the TSC application process in a letter to the Editor of the Newberg Graphic. They will now resubmit the letter without the information due to the application deadline. They will also forward it on to Mary Newell to be posted on the website. Chair Simpson wants the Newberg Graphic receptive to the TSC for an article to be placed in every 2 months. He and Commissioner Klein will contact the Newberg Graphic.

Commissioner Brandt discussed the invitations for the December 8, 2009 meeting to be held at 6PM at Izzy's Grill in Newberg.

ADJOURN TO NEXT MEETING

The meeting adjourned at 8:37 PM until January 11, 2010.

Approved by the Traffic Safety Commission this 11th day of January, 2010.

AYES:

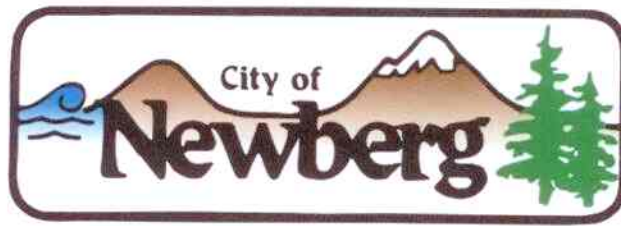
NO:

**ABSENT:
(List Name(s))**

**ABSTAIN:
(List Names(s))**

Recording Secretary

**Michael R. Simpson
Traffic Safety Commission Chair**



NOTICE OF PUBLIC HEARING

YOU ARE HEREBY NOTIFIED that a public hearing will be held by the Traffic Safety Commission for the City of Newberg on

Monday, January 11, 2010, beginning at 7:00 p.m.

at the Newberg Public Safety Building, 401 E. Third Street, Newberg, OR to consider the following traffic safety issue:

Request for reconsideration of a Limited Decision of the Traffic Safety Commission to eliminate parking on the north and south side of Third Street from approximately 50' east of a private street to Air Park Way (TSC-09-012).

The Traffic Safety Commission at their meeting on October 12, 2009, made a limited decision to eliminate parking as described above and represented in attached map. Requests that this decision be reconsidered have been received; and a public hearing on this matter was scheduled for the regular meeting of the TSC for January 11, 2010, beginning at 7:00 PM.

TESTIMONY PROCEDURE:

Persons wishing to speak for or against the above proposal may do so in person at the hearing. Written testimony will be received prior to the hearing at the Newberg-Dundee Police Department, 401 E. Third Street, Newberg, OR.

Traffic Safety Commission
(503) 537-1221

Posted: December 28, 2009

TSC-09-012 1/2nd and 3rd Street Intersection

BINA DR

TSC referred to this as "private street" & NO PARKING starts at about 50 feet east of it and ends at Airpark Way (clouded area).

331

317

WAY

212

210

206

200

2501

2500

2511 2515

2510 2514

2520

2521 2525

2531

34.5

3RD ST

23

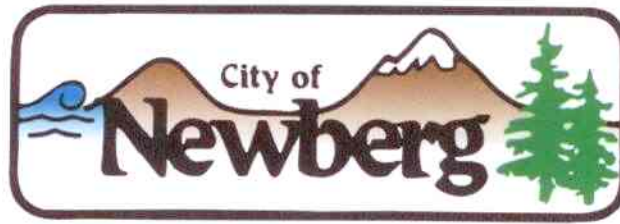
33

308

Existing Curb Line

AIRPARK WAY

STATE HWY 219



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at the Newberg Public Safety Building, 401 E. Third Street, Newberg, OR to consider the following traffic safety issue:

Restricting parking at the intersection of 3rd and Chahelem Street to allow for large vehicle access (TSC-09-015).

On November 9, 2009, the Newberg Traffic Safety Commission considered a request to eliminate parking in the vicinity of 3rd and Chehalem Street due issues of access for garbage trucks, school buses and emergency vehicles with the "L" shaped street connection. At this meeting, the Traffic Safety Commission directed that a public hearing be held on this matter at the January 11, 2010 meeting.

TESTIMONY PROCEDURE:

Persons wishing to speak for or against the above proposal may do so in person at the hearing. Written testimony will be received prior to the hearing at the Newberg-Dundee Police Department, 401 E. Third Street, Newberg, OR.

Traffic Safety Commission
(503) 537-1221

Posted: December 28, 2009

**EXCERPT OF DRAFT MINUTES
TRAFFIC SAFETY COMMISSION MEETING
11/9/2009**

NEW BUSINESS

A) TSC-09-015: 3rd – Chehalem Street – No Parking Request

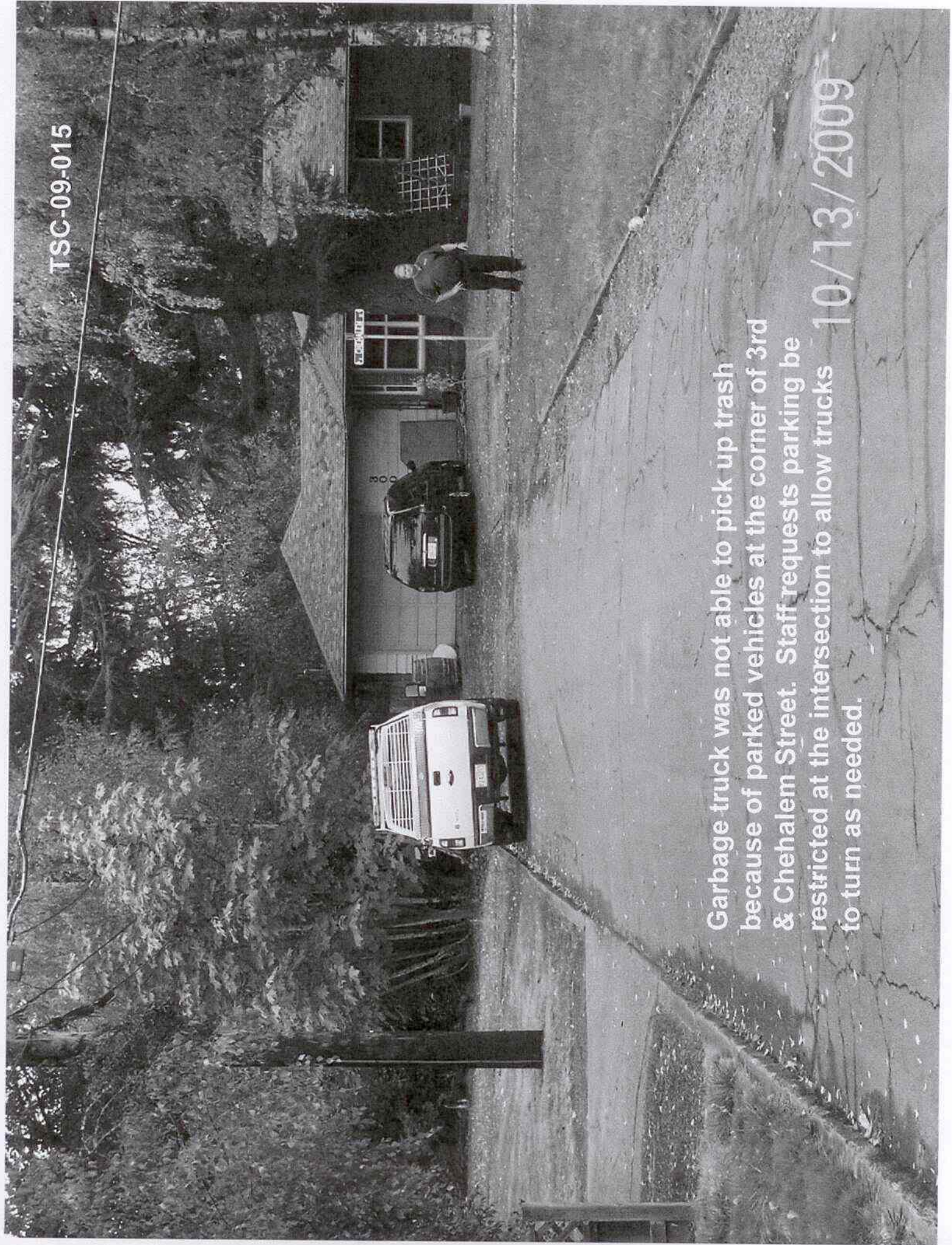
Mr. Paul Chui, Senior Engineer referred to the photograph included in the meeting packet and explained there is currently no parking restriction signage at this location but it would be prudent to have no parking at the corner due to the difficulty garbage trucks, school buses and emergency vehicles have with the “L” shaped street connection. He recommended taking away the parking in front of the house shown in the photograph and posting a sign showing the restriction. Mr. Chiu stated notices will be mailed out to the neighbors in the area and if two or more express opposing ideas, a public meeting will be held. The homeowner has been advised of the situation.

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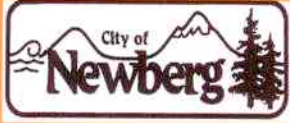
<p>MOTION #2: Woodruff/Brandt moved to schedule a public hearing for TSC-09-015 at the January 11, 2010 meeting. (7 Yes/ 0 No) Motion carried.</p>
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TSC-09-015



Garbage truck was not able to pick up trash because of parked vehicles at the corner of 3rd & Chehalem Street. Staff requests parking be restricted at the intersection to allow trucks to turn as needed.

10/13/2009



**Public Works Department
Engineering Division**

Lower Floor, City Hall
414 East First Street, Newberg, Oregon 97132
Mailing: P.O. Box 970, Newberg, Oregon 97132
Tel: 503-554-7705 Fax: 503-537-1277

MEMORANDUM

Date: January 4, 2010

To: Newberg Traffic Safety Commission

From: Paul Chiu, PE, Senior Engineer *Paul Chiu*

Cc: Howard Hamilton, Public Works Director

RE: TSC-10-001

Crater Lane /Oxford Street Intersection \ 4-Way Stop Request

Background


On November 9, 2009, Mr. Justin Hubby who stated that he lives on Crater Lane appeared before the Newberg Traffic Safety Commission (TSC) meeting. He stressed the need for a "STOP" sign on N. Crater Lane at the Oxford Street intersection since there were several children living in the area and he was concerned about their safety. Mr. Michael Simpson, TSC Chair, suggested Mr. Hubby to talk with his neighbors and ask them to attend the TSC meeting on January 11, 2010, and provide public comments.

Mr. Hubby's request is in essence a request for a 4-way stop at the intersection of Crater Lane and Oxford Street.

This memo provides the findings and recommendations based on the following information:

1. Traffic counts and speed surveys that were conducted by Newberg Public Works Engineering personnel on November 23-25, 2009.
2. A review of the traffic volume and speed data that were collected on August 11-13, 2008.
3. Newberg-Dundee Police Department traffic accident data between the years of 2004 and 2009.
4. Newberg Transportation System Plan (June 2005.)

Existing Conditions

The intersection of Crater Lane and Oxford Street is located in the northwesterly area of the City (-denoted as  in the map on the next page.)



According to the City of Newberg Transportation System Plan, Crater Lane is considered a residential street from Mountainview Drive to Foothills Drive. Oxford Street is a residential street. The speed limit is 25 mph on both streets. All the intersecting streets have sidewalks and two travel lanes, one in each direction of travel, and all are under City's jurisdiction.

The intersection currently has a two-way STOP control on Oxford Street (which has a lower traffic volume.) Traffic flows freely in the north and south directions on Crater Lane. There are no existing marked crosswalks at the intersection.

Traffic Counts and Accident Information

Description 1 : Crater between Roger Smith & Oxford
 Description 2 :
 Description 3 :

Site: Crater between R
 Monday, 11/23/2009, 3:33:00 PM -
 Wednesday, 11/25/2009, 4:15:54 PM

Speed Grand Totals Combined

mph	Total	Hourly Averages															
		0 -	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	70 -		
		< 15	< 20	< 25	< 30	< 35	< 40	< 45	< 50	< 55	< 60	< 65	< 70	< 200			
12:00 AM	5.0	0.0	0.0	1.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
1:00 AM	2.5	0.0	0.0	1.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
2:00 AM	1.0	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
3:00 AM	4.0	0.0	0.0	2.0	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
4:00 AM	1.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
5:00 AM	4.5	0.0	0.5	1.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
6:00 AM	14.0	0.0	2.0	3.5	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
7:00 AM	34.5	0.5	3.0	9.0	15.0	5.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0			
8:00 AM	46.0	0.5	5.0	17.0	18.0	5.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
9:00 AM	77.0	1.5	9.0	24.0	28.0	14.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
10:00 AM	52.5	0.5	4.0	18.0	20.5	9.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
11:00 AM	32.0	2.5	5.0	6.5	15.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
12:00 PM	40.5	1.0	4.5	13.5	19.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
1:00 PM	41.0	1.5	1.5	12.0	19.5	6.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
2:00 PM	40.5	1.0	2.0	15.0	16.0	5.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
3:00 PM	40.0	1.0	5.0	15.0	15.3	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
4:00 PM	61.0	0.3	8.0	24.0	23.3	4.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
5:00 PM	68.5	1.0	6.0	29.0	27.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
6:00 PM	80.0	0.5	7.0	35.0	32.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
7:00 PM	72.0	1.5	7.5	27.5	28.0	6.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
8:00 PM	28.5	1.0	2.0	10.5	12.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
9:00 PM	39.0	0.0	2.5	13.0	17.5	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
10:00 PM	25.5	0.0	2.0	11.5	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
11:00 PM	13.5	0.0	1.0	4.0	6.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
ADT	824.0	14.3	78.3	254.0	340.7	67.7	8.5	6.5	0.0	0.0	0.0	0.0	0.0	0.0			

Percentile Speeds
 (mph) 5% 10% 15% 50% 85%
 17.6 19.7 20.9 25.2 29.3

10 mph Pace Speed
 Number in Pace 20.4 - 30.4
 1357 (77.6 %) **Average** 25.1 mph
Minimum 6.6 mph
Maximum 41.9 mph

Speeds Exceeded
 55 mph 65 mph 75 mph
 0.0 % 0.0 % 0.0 %
 Count 0 0 0

mph	Total	Study Grand Totals															
		0 -	15 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	70 -		
		< 15	< 20	< 25	< 30	< 35	< 40	< 45	< 50	< 55	< 60	< 65	< 70	< 200			
North Bound	659	18	90	276	364	99	13	1	0	0	0	0	0	0			
		1.9%	10.5%	32.1%	42.4%	11.5%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
South Bound	890	14	80	351	356	84	5	0	0	0	0	0	0	0			
		1.6%	9.0%	39.4%	40.0%	9.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Combined	1749	30	170	627	720	183	18	1	0	0	0	0	0	0			
		1.7%	9.7%	35.8%	41.2%	10.5%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

The following table provides the total traffic count (in both directions) on Crater Lane through the Oxford Street intersection (Traffic had grown at an annual rate of about 19.4%):

YEAR	ADT (Crater Lane)
2008 (Aug)	690
2009 (Nov)	824

The volume warrant for the Crater Lane/Oxford Street intersection is not met.

The average 85th percentile speeds on Crater Lane (the south leg) is at 29.3 mph based on the November 2009 data. This 85th percentile speed was higher at 30.8 mph per August 2008 data. Speeding was observed on Crater Lane but appeared not to be critical based on the 85th percentile speed that is within 5 mph higher than the posted speed of 25 mph. The table on the next page indicates the vehicle count and percentage of drivers in each speed category:

"Working Together For A Better Community-Serious About Service"

Filename: TSC-10-001_MEMO_Crater-Oxford 4WYStpRqst

MPH	Count (2-day Average, Nov 2009)
0-25	386.6 (=46.9%)
25-30	340.7 (=41.3%)
30-35	87.7 (=10.6%)
35-40	8.5 (=1.0%)
40-45	0.5 (=0.1%)

The following table provides a summary of the traffic accident data as provided by Newberg-Dundee Police Department for years 2002 to 2009 in the vicinity of Crater Lane and Oxford Street intersection:

Address	Street	Call Number	Date Received	WeekDay	DOW	Call Type	Description
N MAIN ST & W OXFORD ST	MAIN ST // OXFORD ST	2002773	2/7/2002	5	Thu	MVCI	MOTOR VEHICLE CRASH INJURY
27XX N MAIN ST	27XXN MAIN ST	4000910	1/16/2004	6	Fri	MVCN	MOTOR VEHICLE CRASH NONINJURY
N MAIN ST & W OXFORD ST	MAIN ST // OXFORD ST	4001130	1/19/2004	2	Mon	MVCN	MOTOR VEHICLE CRASH NONINJURY
N MAIN ST & W OXFORD ST	MAIN ST // OXFORD ST	5003619	2/25/2005	6	Fri	MVCN	MOTOR VEHICLE CRASH NONINJURY
3XX KEMPER CREST DR	3XX KEMPER CREST DR	6010492	5/15/2006	2	Mon	MVCN	MOTOR VEHICLE CRASH NONINJURY
* NE CRATER LN & W OXFORD ST	CRATER LN // OXFORD ST	7001464	1/18/2007	5	Thu	MVCI	MOTOR VEHICLE CRASH INJURY
24XX CRATER LN	24XX CRATER LN	9023857	9/26/2009	7	Sat	MVCN	MOTOR VEHICLE CRASH NONINJURY

Only one incident* was noted in the last 8 years at the intersection (in 2007); others were at least a block away. See Accident Location Map on next page. Accident warrant is not met.



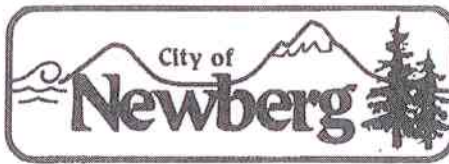
Accident Location Map

(No scale)

Conclusions and Recommendations

At this time, a four-way stop at the intersection of Crater Lane and Oxford Street *does not meet the warrant* due to low traffic volume and rare accidents that may not be susceptible to correction by multi-way stop control. Speed display or traffic enforcement should be deployed. Parental monitoring of children's activities and education to stay away from moving vehicles are strongly advised. If you have any questions, please feel free to contact me. Thank you.

Newberg City Hall
503.537.1240
www.ci.newberg.or.us



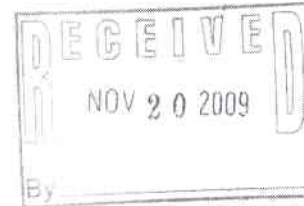
Public Works Department
Engineering Division
503.554.7705

PUBLIC WORKS DEPARTMENT

P.O. Box 970 • 414 E. First Street • Newberg, Oregon 97132 • 503.554.7705 • Fax 503.537.1277

November 19, 2009

John Wyland
JT Smith Companies
2694 Coeur d'Alene Dr
West Linn, OR 97068



Re: Construction Improvement Obligations_Hwy 219/Everest Rd. (Highlands @ Hess Creek 1 & 2)

Dear John:

Based upon recent discussions with ODOT regarding the scheduling of the HWY 219 and Everest signal project and Council Resolution # 2009-2721 which added the project to the TSP, the City of Newberg rescinds the project deadline date of December 31, 2009 and establishes a new deadline date of December 31, 2012.

If you have any questions, please do not hesitate to contact me at 503.537.1211 or via email at howard.hamilton@newbergoregon.gov.

Thank you,

Howard Hamilton
Public Works Director

c: Mike Willcuts
Mike Hanks
Paul Chiu

Seattle's Crossing Flag Pilot Project

Home



As part of the pedestrian master plan, the Seattle Dept. of Transportation (SDOT) has initiated a pilot project to test pedestrian crossing flags. The following information was obtained through telephone conversations with Doug Cox of the SDOT Pedestrian & Bicycle Program.

Flags were installed at 17 intersections in June 2008. These locations, listed below, were selected for the one year trial considering a number of factors (i.e., previous car/pedestrian collisions, previous complaints, location within the city, etc). All of these locations are at existing crosswalks.



The goal of the trial is to gain experience with the flags in a variety of environments. Some of the information of interest to SDOT are the loss of flags, the pedestrian usage of the crossing, and driver compliance (i.e., drivers stopping when the pedestrian takes a step from the curb). Measurements were made of pedestrian usage and driver compliance before the flags were installed, and will be made again throughout year-long trial.

SDOT sees these flags as another possible tool to use in creating a safe pedestrian environment. The information they will collect during the trial will help them determine when and where they are best used. One key source of data, particularly related to pedestrian confidence and empowerment, is feedback obtained from citizens. Comments should be made via telephone at **(206) 684-7583**, or via email at walkandbike@seattle.gov.

FLAG LOCATIONS

Phinney Ave N & N 58th St.
8th Ave NW & NW 75th St.
Greenwood Ave N & N 71st St.
35th Ave NE & NE 68th St.
Roosevelt Way NE & NE 66th St.
25th Ave NE & NE 68th St.
35th Ave NE & NE 73rd St.
E Pine St. & Boylston Ave
E Pike St. & Belmont Ave
E Pike St. & Boylston Ave
5th Ave S & S King St.
S Jackson St. just west of 23rd Ave S (midblock crosswalk)
MLK Jr. Way & E Alder St.
9th Ave & Jefferson St.
SW Avalon Way & SW Yancy St.
California Ave SW & SW Dakota St.
California Ave SW & SW Dawson St.

Seattle Residents for Improved Pedestrian Safety

[Adopting a Crossing](#)

[Flag Instructions](#)

[Bucket Instructions](#)

July 2008



Seattle Residents for Improved Pedestrian Safety is a virtual, grass-roots group of anonymous Seattle residents that are helping to improve pedestrian safety through the use of crossing flags. The idea was inspired by Kirkland's highly successful PedFlag program (see article [here](#)). Salt Lake City also has a very successful program, which contains a combination of city-maintained crossings and citizen-adopted crossings (see [website](#), [map](#), and [brochure](#)). The aim of this grass roots effort is to help residents install flags at intersections where they feel there is a need to improve pedestrian safety. If you'd like to join the effort, you can adopt a crossing. Details are discussed [here](#).

A brief history of the effort is contained [here](#). Note that, in February 2007, the Seattle Department of Transportation (SDOT) indicated that they do not endorse the use of citizen-installed flags, but will not take any action to remove them from the public right of way. They've added a page to their website regarding crossing flags (see [here](#)).

In June 2008, SDOT initiated a 1-year pilot project to study pedestrian crossing flags at 17 locations throughout the city (see details [here](#)). This is an excellent development, and we thank all involved for making it happen. However, the city is unlikely to expand the number of intersections until the end of the trial. Moreover, outcomes of this study are uncertain. For example, if crossing flags are "approved" for use, what criteria will be used to determine where flags can be placed? Will they will continue to allow citizen-installed flags? Will they rely on an adopt-a-crossing concept? They are soliciting citizen input, so please feel free to **provide comments at (206) 684-7583 or walkandbike@seattle.gov**.

If you have questions, comments, ideas, or feedback on your experiences, please feel free to email us at CrossingFlags@gmail.com. We're particularly interested in where flags are installed, and how quickly the flags are disappearing.

Thanks for your interest, and spread the word!!

Flagged Crossings reported to date: 23

Adopting a Crossing

[Home](#) [Flag Instructions](#) [Bucket Instructions](#)

Adopting a crossing involves buying, preparing, and installing the buckets and flags, as well as periodically checking the flags and replacing them as needed.

The basic idea is to provide highly visible flags with some sort of holding container on each side of the crossing. We've included instructions for our current design (see [Flag Instructions](#) and [Bucket Instructions](#)) to serve as a starting point, but feel free to modify it as desired or needed to fit your particular circumstances. Here are some ideas and things to consider.

- When selecting a location for installing crossing flags, it should be a legal pedestrian crossing. In Seattle, all intersections, whether marked or unmarked, are legal crossings, and are termed "crosswalks". Details can be found [here](#).
- *Intersections where people need to cross high-volume roads are the best candidates.*
- *We attach the buckets to existing poles. So, there need to be poles of some sort very close to both corners of the crossing. These can be telephone poles, street signs, etc., but we don't think using stop signs is a good idea.*
- *How many flags? Using 6 flags at a time per crossing (nominally 3 per side) seems reasonable, and is what they do in Kirkland. There is some attrition, and it varies substantially between locations. So, we suggest starting with a set of about 15-20 flags for each crossing, giving you about 9-14 replacements. See [here](#) for more info on flag attrition.*
- *You should check the number of flags periodically (each week or so), and replace them as necessary. Adopting a crossing involves buying, preparing, and installing the buckets and flags, as well as periodically checking the flags and replacing them as needed.*

Another group, [Pedestrian InRoads](#), is also installing flags, and has some good ideas related to the flags and buckets.

We're keeping a list of crossings that are good candidates for flags (see [here](#)). Please let us know if you'd like to adopt one of them, or if you know of another that should be on the list.

Excerpt of Minutes

TRAFFIC SAFETY COMMISSION MINUTES 7:00 p.m., Monday, November 9, 2009 Public Safety Building, 401 E. Third Street, Newberg, OR

C) W First Street and Morton with an entrance way off 99W:

Commissioner Klein had brought this issue forward at the last meeting. This area is extremely dangerous since it's difficult in ascertaining which direction vehicles are heading. Commissioner Klein and his wife were almost hit in this area while on their motorcycle. He would like to recommend closing off the intersection.

Mr. Paul Chiu drew a diagram on the white erase board showing the area of concern. Chair Simpson asked what steps need to be taken to close an egress off the highway. Mr. Chiu replied ODOT needs to be approached with the recommendation. There may be a need to support this proposal through some kind of decision or study. He recognizes the benefit in closing the intersection off but will need to have a study done on the impact and how vehicles will go around.

Chair Simpson agrees it's a dangerous area. He too has almost been hit in the same area, but there are businesses located along there and perhaps the car repair business, Performance Auto, may use the drive-by customers for business. If a public hearing is announced regarding input before a decision is made, it may help in gathering information. Mr. Chiu suggested staff complete a pre-study in order to have a fruitful and productive public hearing at the February 8, 2010 meeting. Input will be needed from the Fire Department, as well.

<p>MOTION #4: Klein/Dawson moved to hold a public hearing on February 8, 2010 for input regarding W First Street & Morton; closing the old entrance off of Sunny Crest Road which intersects Morton, based on research findings from staff. (7 Yes/ 0 No) Motion carried.</p>
--

TSC-10-002 First-Morton Streets at Hwy 99W Exploring possibility of closure with ODOT

Paul Chiu

From: JORDAN Donald L [Donald.L.JORDAN@odot.state.or.us]
Sent: Wednesday, December 09, 2009 7:32 AM
To: Paul Chiu
Cc: Mary Newell; Tim Weaver; JORDAN Donald L; KARGEL Angela J; FREITAG Kathleen M * Kate; POTTER James T * Tim
Subject: RE: Hwy 99W at First/Morton Street

I have forwarded to a few ODOT staff so we can discuss the impacts. You have properly started the process.

From: Paul Chiu [mailto:paul.chiu@newbergoregon.gov]
Sent: Tuesday, December 08, 2009 4:32 PM
To: JORDAN Donald L
Cc: Mary Newell; Tim Weaver
Subject: Hwy 99W at First/Morton Street
Importance: High

Don,

Newberg Traffic Safety Commission would like to explore any possibility to close off traffic access from Hwy 99W to First Street and Morton Street on the west end of Newberg. Would you object to this?

Please tell us the process it may take to bring about this change. Thank you.

Paul Chiu, P.E.

Senior Engineer - Public Works

Tel: 503-554-1751 Fax: 503-537-1277

City of Newberg, PO Box 970, Newberg, OR 97132

|||||